B. F. TAYLOR,
Stevedore,
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1764. 日十初月正年七十二緒光 THURSDAY, FEBRUARY 28, 1901. 四拜禮 號八廿月二英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
The Hon. K. M. Gray.

A. Haupt, Esq.	P. Sachse, Esq.
D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON,
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ℔ Cask of 375 lbs. Net ex Factory.
$3.00 ℔ Bag. of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
S'HAI & JAPAN...	*Bombay*	G. M. Montford, R.N.R.	About 1st March	Freight or Passage.
LONDON, &c.....	*Parramatta* *	C. T. Denny, R.N.R.	Noon, 2nd March	Freight or Passage.
SHANGHAI	*Plassy*	C. F. Preston, R.N.R.	About 2nd March	Freight or Passage.
KOBE	*Napkin*	C. J. Denton, R.N.R.	About 9th March	Freight only.
LONDON	*Malacca*	E. G. Andrews	About 9th March	Freight or Passage.
STRAITS, COL. OMBO & B'BAY	*Mazagon*	R. T. L. Cook, R.N.R.	About 26th March	Freight only.

* (See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" .....7,240 tons.....March 30th ..... } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON".....7,382 tons.....April 27th ..... } WITHOUT TRANSHIPMENT.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.

Hongkong, 28th February, 1901. 15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KIAUTSCHOU,* Hamburg-Amerika Linie.....	WEDNESDAY, 6th March.
*BAYERN**	WEDNESDAY, 20th March.
STUTTGART.....	WEDNESDAY, 3rd April.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZESS IRENE.....	WEDNESDAY, 1st May.
PRINZ HEINRICH.....	WEDNESDAY, 15th May.
PREUSSEN.....	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 6th day of March, 1901, at NOON, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luhneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 21st February, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE"
LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

$12 Per Dozen.

THE VICTORIA DISPENSARY,
AGENTS.

25]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898 [21

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [16

JOHN DE KNYPER'S
GENEVA GIN.

IN CASES OF 15 BOTTLES = 4 GALLONS.
PER CASE $7.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 27th February, 1901. [20

AQUARIUS.

Telephone No. 75.

PURE, TREBLE-DISTILLED TABLE WATER.

PER 1 DOZEN QUARTS... ... ... $2.50
PER 1 DOZEN PINTS $1.75

Empties are allowed for at the following rates when returned:—
QUARTS ... ... $1.00 PER DOZEN.
PINTS... ... ... $0.75 PER DOZEN.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,

Hongkong, 21st February, 1901. [15

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the OFFICES of the Company, 38 & 40, Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 6th March, 1901, at NOON, when the SUBJOINED RESOLUTION which was passed at an Extraordinary General Meeting of the Company held on the 18th February, 1901, will be submitted for Confirmation as a SPECIAL RESOLUTION, namely:—

"That Article XII of the Articles of "Association be cancelled and that there "be substituted therefore the following "Article:—

12.—"The Remuneration of the General "Managers shall be a Commission of Five "per cent. per Annum on the Gross Earnings of the Company and in Addition "thereto an Allowance not exceeding $3,000 "per Annum for Office Rent and Salaries "of Clerks."

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd February, 1901. [237c

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, at THREE o'clock, in the Afternoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant, to the 7th March, both Days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1901. [185c

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and BONUS of 14% per Share for the Six months ending 31st December, 1900, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 26th February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Building, Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 25th February, 1901 [248c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY,
140c] General Manager.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the SOCIETY'S HEAD OFFICE, No. 1, Queen's Buildings, TO-MORROW, the 1st day of March, 1901, at NOON, when the following RESOLUTION will be proposed.

PROPOSED RESOLUTION.

"That in Article 91 the Figures "$7,000" "be eliminated and in place thereof the "Figures "$12,000" be inserted."

Should this Resolution be passed by the requisite majority it will be submitted for Confirmation as a SPECIAL RESOLUTION to a SECOND EXTRAORDINARY GENERAL MEETING, which will be convened on TUESDAY, the 19th March, 1901, at NOON.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 18th February, 1901. [221c

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on WEDNESDAY, the 6th day of March, 1901, at 12 o'clock, (NOON), to receive a Statement of Accounts to 31st December, 1900, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th February, to the 6th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Limited.

Hongkong, 6th February, 1901 [167c

THE HONGKONG STEAM WATER BOAT CO., LIMITED.

SHAREHOLDERS are hereby notified that the STATUTORY MEETING of the above Company will be held at the COMPANY'S OFFICE, on THURSDAY, the 7th March, at NOON.

J. W. KEW,
Manager.

Hongkong, 21st February, 1901. [233c

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, on SATURDAY, the 9th March, at 12 NOON, for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 9th day of March, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd February, 1901. [246c

Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria, and in the Eastern Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 28th day of FEBRUARY, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim Sha Tsui.

By Order,
G. A. WOODCOCK,
Acting Secretary.

Hongkong, 1st February, 1901. [150c

DIOCESAN BOYS' SCHOOL AND ORPHANAGE.

HONGKONG.

THE School will RE-OPEN TO-MORROW, the 1st March.

Particulars as to Fees, etc., may be obtained at the School.

Hongkong, 26th February, 1901. [257c

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of $1 (One Dollar) each.
Series Z 49, 1 to 1,000 of $1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

Hongkong, 26th February, 1901. [261c

HONGKONG RIFLE ASSOCIATION.

A GENERAL MEETING of the MEMBERS of the Association will be held at VOLUNTEER HEAD QUARTERS, (by kind Permission of Lt.-Colonel Sir J. W. CARRINGTON, K.C.M.G.,) on MONDAY, the 4th March, at 5.15 P.M., for the purpose of passing the Accounts for the year 1900 and electing Officers for this year.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.

Hongkong, 23rd February, 1901. [45

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH YEARLY GENERAL MEETING of the MEMBERS of the Club will be held in the CLUB HOUSE, on TUESDAY, the 5th March, 1901, at 5 P.M.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 25th February, 1901. [249c

THE HONGKONG ODD VOLUMES SOCIETY.

LECTURE.

MR. J. J. FRANCIS, K.C., has kindly consented to deliver an ADDRESS in the CHAMBER OF COMMERCE ROOM, at the CITY HALL, on TUESDAY, the 5th March, at 5.15 P.M., on "AN EXAMINATION OF THE SITUATION IN THE FAR EAST."

The Undersigned will take the Chair.

Ladies and Members of the Public are invited.

HENRY E. POLLOCK,
Hon. Secretary,
Hongkong Odd Volumes Society.

Hongkong, 25th February, 1901. [247c

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on THURSDAY, the 14th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the and to the 11th March, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 26th February, 1901. [260c

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

THE SHARE CERTIFICATE No. 7,726 for FIFTY Shares numbered 33,524 to 33,573 inclusive, standing in the Register in the Name of FOONG KING POON TONG, of FOOCHOW, having been LOST, Notice is hereby given that unless the said Certificate be produced at the OFFICE of the Company, Queen's Road Central, Victoria, Hongkong, on or before the TWELFTH DAY OF MARCH, 1901, a NEW Certificate for the said Shares will be issued and the OLD Certificate will thereafter be held by the Company as NULL and VOID.

A. SHELTON HOOPER,
Secretary.

Hongkong, 11th February, 1901. [191c

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 331 for 100 SHARES of the Company, numbered 68,401/68,500, in the Name of ELLIS KELLY, Esquire, of HONGKONG, has been LOST, a NEW SCRIP for the same will be issued after One month from the date hereof and the Original Scrip will be cancelled by the Company as NULL and VOID. All persons are hereby warned against negotiating same.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1901. [212c

To-day's Advertisements.

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bona fide Championships).

TO-NIGHT,
28TH FEBRUARY, 1ST & 2ND MARCH.

Under the Management of
Mr. C. T. ROBINSON.

VALUE OF PRIZES, OVER $2,000.

GIGANTIC ENTRIES.

PROGRAMME
OF
FIRST SERIES.

16—BOUTS—16

SEE
POSTERS
AND
HAND BILLS.

BOOK SEATS EARLY.

LATE TRAM and LAUNCH will leave ½ hour after Each Performance.

POPULAR PRICES.
STAGE RESERVED SEATS.....$10 Season,
Do. Do. .....$4 per Night.
DRESS CIRCLE .....$3 and $2.
PIT .....$1.

BOX PLAN NOW OPEN AT ROBINSON PIANO CO.
Hongkong, 25th February, 1901. [154c

HARMSTON'S
CIRCUS
AND
ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!

A NIGHT OF FUN.

LAUGHING GAS AT 10.15.

AMATEUR RIDING NIGHT.

A NIGHT OF FUN.

The following Gentlemen will attempt the feat of Riding around the Ring three times, standing on the back of a horse, for a Handsome Souvenir:—Major Sir H. McMAHON, Lieuts. F. WALWYN, H. LLOYD and J. FORD, R.W.F., Mr. C. W. GREGG, Mr. J. WINSTON, R.N., Mr. S. CHELMSFORD, R.N., Mr. HECTOR SAMSON, Mr. HENRY DEAN, H.M.S. *Endymion*, and Mr. F. M. CRUZ.

MATINEE—TO-DAY—MATINEE,

Door Open 2.30 P.M. Commence at 3.30.
Children Half-price to Stalls and Circus.

Box Office Plan:—ROBINSON PIANO Co., Queen's Road.

POPULAR PRICES.

SOLDIERS and SAILORS of ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE.....Manager.
Col. CHAS. B. HICKS.....Representative.
Hongkong, 28th February, 1901. [64c

TO LET.

A HOUSE in RIPON TERRACE.

"THE RETREAT."—MOUNT KELLET.
A GODOWN.—No. 83, PRAYA EAST.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th February, 1901. [209c

TO LET.

"STONY BROOK COTTAGE," (with GARDEN), and RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession.
Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 28th February, 1901 [175c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on MONDAY, the 4th March, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 28th February, 1901. [263c

FOR NEW YORK via PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"

will be despatched for the above Port, on or about the middle of March.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 28th February, 1901. [4

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have [illegible] been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, premises formerly occupied by Messrs. [illegible] & Co.) to which address all communications should be addressed.

[illegible]CHLY,

Hongkong, [illegible]

Intimations.

WANTED.

THREE or FOUR LADS
to SELL the
"HONGKONG TELEGRAPH."

LIBERAL COMMISSION
PAID.

Apply Personally at
THIS OFFICE.

Hongkong, 11th January, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

A. S. WATSON & Co.,
LIMITED.

FOR THE
RACES.

CHAMPAGNE.

Jacquesson Fils { Dry Marquetterie 1893. / Brut Naturel 1893.
Jules Mumm { Dry. / Extra Dry.

"E" WHISKY.

Very Old Liqueur Scotch Whisky.

"B" BRANDY.

Guaranteed Pure Cognac.

PORT.

Of the Finest Vintages.

SHERRY.

Pure Xeres Wines.

AERATED WATERS.

Absolutely Pure.

CIGARS & CIGARETTES.

etc., etc., etc.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 28, 1901.

REUTER'S TELEGRAMS.

GREAT AMERICAN IRON AND STEEL COMBINATION.

LONDON, February 25th.

A great American iron and steel combination with a capital of eleven hundred million Dollars has been incorporated.

KING EDWARD IN GERMANY.

His Majesty the German Emperor met King Edward at Frankfort and accompanied him to Cronberg, whence they drove to the chateau of the Empress Frederick.

ILLNESS OF THE EMPRESS FREDERICK.

The Empress Frederick is admittedly suffering from internal cancer, but may live for months.

BRITISH SOUTH AFRICA.

LONDON, February 26th.

The Orange River is impassable. De Wet and Steyn having failed to cross, have doubled back to the west, re-crossing the railway south of Orange River station.

BOERS HEMMED IN.

The British have formed a cordon from Orange River station to Norvalspont and are closing in on the Boers. Louis Botha, with 2,000 Boers, has broken away from General French and is moving in the direction of Komatipoort.

THE "SYBILLE" COURT MARTIAL.

On the recommendation of the court-martial enquiry into the stranding of the British cruiser *Sybille*, four officers have been dismissed the ship.

WEATHER REPORT.

The Observatory report says:—

On the 28th at 11.50 a.m. the barometer has risen on the China coast, rapidly in the North. The depression has probably passed into the Sea of Japan, and a high pressure area seems to be central over N. China. Gradients steep with very strong monsoon setting down the coast, and over the N. part of the China Sea. Forecast:—Strong N.E. winds; drizzling rain at first, improving later.

Telegraphic communication between the Observatory and Hongkong is interrupted.

LOCAL AND GENERAL.

THE arrangements for pumping-out the dredger *Canton River* have been completed, and pumping commenced yesterday.

A BRUTAL murder is reported, in our Canton correspondents' letter, where a man supposed to have a large sum of money on his person was sawn in two by robbers.

WE would remind our readers that the Amateur Riding Competition takes place this evening at the Circus, when, as several competitors are down to ride, there should be an interesting performance.

As will be seen in our advertisement columns, A. Bratt, H.M.S. *Centurion*, offers to meet any man in the Army or Navy or U.S. Navy, in a Boxing Contest. Particulars given in the advertisement.

MESSRS. Hughes and Hough announce their Annual Sale of Race Ponies on Wednesday, the 6th prox., opposite the City Hall. Upwards of fifty ponies are to be offered for sale. Entries will be received until Noon on the day of the sale.

TO-NIGHT is the first series of the Boxing Championship Tournament at the Theatre Royal. The management note that, owing to the long list of items, business will start at 8 p.m. sharp, in order to get through the first series. For full particulars see the programmes.

IN the report on the trade of Nagasaki for 1899, by Mr. Consul Longford, published in the Diplomatic and Consular Reports at the Foreign Office, during last December, will be found much valuable and interesting information concerning the sugar export trade from Hongkong to Japan, especially in view of the proposed tax on sugar imported there.

THE Upper House will be required at an early date to discuss two petitions relating to the language problem, says the *Kokumin Shimbun* of the 16th inst. One, advocates maintaining the study of the Chinese language in its integrity; the other advocates the unification of the written and the spoken languages. The compilers of the second petition, acting consistently with their profession of faith, have drafted the document in the colloquial language.

CANTON NOTES.

HOLIDAY WEATHER.

(*From Our Own Correspondent.*)

CANTON, February 27th.

The Chinese are jubilant over the fine weather for the New Year holidays. Usually the weather is wet and cold at the beginning of the Chinese year. This year the weather has been all that could be desired and the Chinese have taken full advantage of it. During the past three or four days the Fati flower gardens have been thronged with sight-seers and pleasure seekers. All seem happy and intent on having a good time. The shops have nearly all resumed business and the city is rapidly losing its holiday appearance.

FALL IN PRICES.

Just before the New Year there was a very unexpected fall in the price of building materials. At that time it was supposed that the dealers were lowering prices in order to reduce the stock on hand and secure money for payment of debts. However, the New Year has opened with the reduced prices, and with the prospect that the lower prices will continue.

CLAN FIGHT.

At Shek Wan in the Nam Hoi district there has been a clan fight which has resulted in the death of several persons. It appears that an idol procession was in progress, and that the stronger clan cast some reflection on the display of the smaller clan. This was resented and a free fight ensued. Knives and revolvers were fused and many wounds and several deaths were the result.

KIDNAPPING AND MURDER.

A horrible case of murder has just been reported from Lung Shan in the Shan Tak district. A man who had been doing business in Lien Chau returned to Lung Shan to spend the New Year holidays. Somehow it was noised abroad that he had been very successful in business and had brought a large sum of money home with him. A day or two ago he was kidnapped and $1,000 were demanded for his release. The unfortunate man was told that in default of payment he would be sawn asunder. He refused to pay and his kidnappers deliberately quartered their victim. It is to be hoped that the villains may be arrested and punished. Kidnapping is becoming very common, but it is seldom that such horrible cruelty is resorted to in order to extort money.

THE RACES.

Stewards:—His Excellency Sir Henry A. Blake, G.C.M.G., His Excellency Vice-Admiral Sir Edward H. Seymour, K.C.B.; His Excellency Major-General W. J. Gascoigne, C.M.G.; Commodore Francis Powell, R.N., C.B.; Colonel The O'Gorman, C.S.O.; Major Kettlewell, 22nd B.I.; A. Babington, Esq.; the Hon. C. P. Chater, C.M.G.; D. Gillies, Esq.; The Hon. R. M. Gray; M. Grote, Esq.; Sir Thomas Jackson, Kt.; the Hon. J. J. Keswick; J. H. Lewis, Esq.; the Hon. F. H. May, C.M.G.; and E. W. Rutter, Esq.
Clerks of the Scale:—J. H. Lewis, Esq., and E. W. Rutter, Esq.
Judge:—The Hon. C. P. Chater, C.M.G.
Assistant Judge:—The Hon. F. H. May, C.M.G.
Starter:—M. Grote, Esq.
2nd Starter:—Lieut. Luttrell, R.N.
Handicapper:—Colonel The O'Gorman, C.S.O.
Hon. Treasurer:—J. C. Peter, Esq.
Clerk of the Course:—T. F. Hough, Esq.

Owing to a protest which was lodged by Mr. G. H. Potts against "Bulbul" being declared the winner of the Professional Cup yesterday, a meeting was held to hear the protest and we were unable to publish either the result of the meeting or the last race.

Mr. Potts claimed a foul against Bulbul, owned by Mr. J. H. Lewis, and after a meeting which lasted considerably over an hour, the stewards upheld the protest and the race was awarded to "Forest King." Mr. W. W. Cox rode King and Mr. Johnson was the Jockey for Bulbul.

We could not see exactly where the foul took place, but by our yesterday's report it will be seen that Bulbul "challenged Forest" immediately on entering the straight for home, and Bulbul won by a length. We think it was round the bend into the straight for the last time.

After this lengthy meeting the next race, the Gymkhana Stakes, was proceeded with.

The delay had damped the ardour of most of the spectators, but renewed spirit was got up when at last the bell rang.

The GYMKHANA STAKES, value $200; presented by the Gymkhana Committee, added to a sweepstakes of $5 each; for Subscription Waler Griffins of this season, 1900-1901; all winners and previous non-starters excluded; winner to receive 70 per cent.; second 20 per cent.; third 10 per cent.; weight for inches as per scale; one mile.

Mr. John Peel's br. Ileene, 10st 10lb ..... Mr. Gresson 1
Mr. Hart Buck's b. Croxton, 10st 10lb ..... Mr. Crawford 2
Mr. Hill's br. Bullseye, 10st 10lb Mr. Walwyn 3
Mr. Ellis Kelly's rn. Alaric, 10st 10lb ..... Mr. Brutton 0
Mr. Oswald's b. Scintillant, 10st 10lb ..... Mr. P. A. Cox 0
Mr. A. Babington's b. Sundowner, 10st 13lb Mr. Johnson 0

An even start was made in the order of Ileene, Croxton, Bullseye. Sundowner did not start, although it had been heavily backed. Round by the Bridge the order was the same with Ileene increasing her lead by a length. Then followed Scintillant and Alaric. To the Black Rock the order was identical. Alaric went fourth on the Rock and Scintillant was left behind. Round by the village Ileene was in front of Croxton and five lengths away came Bullseye. Ileene entered the straight four lengths in front of Croxton, who, however, challenged Ileene on the outside and came up fast. Ileene raced past the post three lengths ahead of Croxton, and Bullseye followed six lengths behind. Scintillant came up scores of lengths behind the winner. Time, 1.59 min.

THIRD DAY,—THURSDAY, 28TH FEBRUARY.

To-day opened with mist and rain, and depressing conditions of weather generally, but it brightened up considerably towards noon, and hopes were entertained for another fine afternoon for the Races. There are few things more dismal than racing on a wet day, and the sky was anxiously scanned by most people on sporting bent.

The programme of music by the band of the R.W.F. was:—March A Frangesa (*Costa*) Overture Zampa (*Herold*) Valse Eugene Onlguin (*Tschackowski*) Barn dance Go Bang (*Carr*) Selection Messenger Boy (*Caryll*) Polka Minuet (*Waldteufel*.)

There was only a very meagre attendance on this, the third day, the morning having opened dull and grey, and a thin rain was falling all the morning. The turf was in very soft condition and got very much cut up after the first few races.

H. E. Major General Gascoigne (Commanding the troops) was again in attendance, though the booths and stands were not well filled.

The CHINESE CLUB CUP, presented; second to receive half the entrance fees; third $25; for Subscription Waler Griffins of this season, 1900-1901; handicap; previous non-starters to carry top weight; entrance $5. One mile.

Mr. David's ch. Loyalist, 10st 12lb Mr. Moller 1
Mr. Wheelrut's br. The Giraffe, 10st 6lb ..... Mr. Cumming 2
Mr. Hart Buck's b Croxton, 10st 6lb ..... Mr. Crawford 3
Mr. J. H. Lewis' br. Innocent, 10st 12lb ..... Mr. Walwyn 0
Mr. John Peel's b. Dingo, 11st 5lb ..... Mr. Gresson 0
Mr. Roy's i.-g. Blue Gum, 11st 7lb... Mr. May 0

At the first attempt Loyalist got away with Bluegum second and Croxton third; Loyalist led by four lengths with Croxton second before the Bridge. Passing the Bridge Loyalist maintained the lead from Croxton and Bluegum the latter being two lengths behind Croxton.

The Giraffe came next. Up the Black Rock Loyalist was three lengths ahead of Croxton and Innocent took third place, six lengths behind Croxton. Down the Rock Loyalist was drawing away and was five lengths ahead of Croxton and Giraffe was third. Loyalist entered the straight with a lead of six lengths from Croxton with Giraffe third. Down the straight Giraffe came to second and Loyalist was eight lengths ahead. Loyalist cantered past the stand with Giraffe eight lengths behind and Croxton next. Time, 2.02 min.

The GRAND STAND STAKES, value $1,000; second to receive $200; third $50; for China ponies; winners of one race 3lbs extra; winners of two races 5 lbs extra; and of three or more races 7 lbs extra; non-winners at this meeting allowed 4lbs; previous non-starters to carry 12 stone; entrance $10. One Mile and a Quarter.

Mr. John Peel's ch. Set, 12st.....Mr. Gresson 1
Mr. Derick's br. The Doctor, 11st..... Mr. Cumming 2
Mr. David's br. Tarantula, 11st ...Mr. Moller 3

From the start Doctor took the lead, with Tarantula second and Set last. Passing the stand for the first time, all were going easy, in the order of Doctor, Set, Tarantula, four lengths between each. At the Bridge the order was the same, Tarantula six lengths away. At the back stretch Set was gaining on the Doctor. At the top of the Rock Set was a length behind the Doctor and Tarantula was ten more. Going round the village Doctor was under the whip and Set came first. Set entered the straight with a two lengths lead, and Tarantula was last by twelve lengths. Coming up the straight Set maintained the lead and the Doctor was under the whip. Set won by five lengths and Tarantula was last by twelve lengths. Winning Time, 2.48 min.

The CHALLENGE CUP, presented; for China ponies; to be won two years consecutively by a pony or ponies the *bond fide* property of the same owner; winner to receive 70 per cent.; second 20 per cent.; third 10 per cent. of the entrance fees; weight for inches as per scale; entrance (forced) $5. One Mile and Three Quarters.

Mr. Dryasdust's g. Sinbad, 10st 9lb ..... Mr. Crawford 1
Mr. Buxey's g. Rose de France, 10st 12lb ..... Mr. Gresson 2
Mr. J. H. Lewis' ch. Bulbul, 10st 12lb ..... Mr. Walwyn 3
Mr. David's g. Strategist, 11st 7lb Mr. Moller. 0

The four got away at the first attempt and Bulbul was two lengths behind the others. Passing the Bridge for the first time the order was Strategist, Sinbad, Rose, Bulbul. At the back stretch Strategist and Sinbad were five lengths ahead of Bulbul and Rose was last. The same order was maintained at the Black Rock, the leaders, Sinbad and Strategist however, having increased their lead to seven lengths. Entering the straight for the first time Sinbad took the lead from Strategist and Bulbul was third four lengths behind and Rose still further two lengths behind and last. Passing the stand for the first time the two leaders were four lengths ahead of Bulbul and Rose two lengths behind Bulbul. At the Bridge second time Bulbul closed on Strategist and passed him going round the bend and took second place. At the mile and a half post Sinbad was five lengths ahead of Bulbul and Rose two behind Bulbul. Strategist was left behind. At the Black Rock Rose got even with Bulbul and passed him going down the hill. Strategist was five lengths behind Sinbad and was out of it, but pulling up. At the village Sinbad had a lead of six lengths from Rose, Bulbul dropping out, and was six lengths behind Rose. Entering the straight Rose challenged Sinbad and both were hard ridden. Sinbad finished five lengths ahead of Rose and Bulbul 10 lengths more behind. Time 4.03.

The LADIES' PURSE, for walers subscribed for as Derby or Subscription Griffins; handicap; previous non-starters to carry top weight; entrance $5. Once round.

Mr. Hammonia's b. Donner, 10st 10lb ..... Mr. Gresson. 1
Mr. J. H. Lewis' b. Arrogant, 10st 3lb ..... Mr. Walwyn. 2
Mr. David's ch. Unionist, 10st 11lb ..... Mr. Moller. 3
Mr. David's b. Colonist, 10st 10lb Mr. May. 0
Mr. Buxey's b. Imperial Rose, 10st 1lb ..... Mr. P. A. Cox. 0

Arrogant took the lead from a fair start and Unionist was left behind. At the Bridge the order was Arrogant, Imperial Rose, Donner, Colonist, Unionist. At the back stretch Arrogant was leading by three lengths from Rose with Donner a length and a half behind Rose. Six lengths behind was Colonist and four more Unionist, Arrogant kept the lead up the Black Rock and Donner closed up with Rose. Down the Rock Donner took second place and Unionist came fourth. At the village the order was Arrogant, Donner, Unionist, Rose, Colonist. Arrogant entered the straight leading from Donner by a length and a half. Unionist was third. Donner challenged Arrogant at the distance post. A dingdong race ensued and Donner passed the winning post half a head in front of Arrogant with Unionist third. It was a very good race down the straight. Time 1.50-1.5th min.

An interesting presentation then took place on the Grand Stand. Miss Hartigan presented the winner, Mr. Gresson with a handsome bouquet, and a hearty cheer was given for the winner of the Ladies' purse.

After tiffin the sun made its appearance for a time and the rain held off. There was still a mist hanging over the ground and rain loomed imminent. The attendance showed signs of improvement in all directions as the day wore on and the centre of the field was lined with Chinese.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, G.C.M.G.; for Subscription Waler Griffins of this season, 1900-1901; to be won twice by Subscription Griffins the *bond fide* property of the same owner or owners; winner to receive 70 per cent. of the entrance fees; second 20 per cent.; third 10 per cent.; weight for inches as per scale; winner of the Valley Stakes and/or German Cup 9lbs. extra, winners of any other races 5lbs. extra; penalties accumulative up to 9lbs.; entrance fee $10. One Mile.

Mr. John Peel's br. Ileene, 11st 1lb ..... Mr. Gresson 1
Mr. Hammonia's blk. Baron, 11st 4lb..... Mr. P. A. Cox 2
Mr. J. H. Lewis' br. Innocent, 12st 0lb..... Mr. Walwyn 3
Mr. Ellis Kelly's rn. Alaric, 10st 10lb ..... Mr. Cumming 0

An even start was made, Ileene took the lead followed by Baron, Innocent, and Alaric. Round by the Bridge Ileene was two lengths in front of Innocent and Baron was a length and a half behind. At the back stretch a length and a half separated each horse. The order was maintained up to the Rock. Down the Rock out of the bushes the order was the same, and there was an equal division between each. Alaric was eight lengths in the rear. Entering the straight Innocence challenged the leader but could not get on terms. Baron took second place and the finishing order was Ileene, Baron, Innocent, Alaric. Time, 2.05 min.

The PARSEE CUP, presented; second to receive $50; third $25; for China ponies; weight for inches as per scale; winners of one race at this meeting 3lb extra; of two or more races 5lb extra; placed ponies allowed 3lb; unplaced ponies allowed 6lb; non-starters excluded; *entrance $10. One mile.*

Mr. Buxey's g. New Rose, 11st Mr. Moller... 1
Mr. G. H. Potts' b. Desert King, 11st 1lb....., Mr. W. W. Cox 2
Mr. Marshall's ch. Hope, 10st 9lb Mr. Crawford 3
Mr. Derick's d. Sandstorm, 10st 12lb ..... Mr. Cumming 0
Mr. J. H. Lewis' ch. Bulbul, 10st 9lb..... Mr. P. A. Cox 0
Mr. Mansfield's w. Ace of Hearts, 11st 4lb ... Mr. Walwyn 0
Mr. Nauticus' g. Sunshine, 10st 9lb Mr. May 0
Mr. John Peel's g. Baluchi, 11st 4lb..... Mr. Gresson 0

An even start was made. At the stand for the first time Sandstorm took the lead followed by Hope and Desert King. The order was the same till up the rock when Desert King and Sandstorm raced for first place. Down the Rock there was a hard race between them and round the bend into the straight Now Rose, who had been riding behind came up and on entering the straight took first place along with Desert King. A good race resulted in a win for New Rose by three lengths from Desert King and Hope occupied the third place. Winners' time, 2.14 min.

The weather improved as the afternoon went on and the sun, which appeared at intervals, did a lot of good to the turf, which had been trampled into a kind of bog during the mornings rain.

A meeting of the stewards to reconsider their decision re the "Forest King" and "Bulbul" was held just before the Waler's Champion Stakes but they declined to reconsider their decision, in which "Forest King" was awarded the race for the Professional Cup, against Bulbul, for a foul.

The WALER CHAMPION STAKES, with $750 added; for Walers, winners only; a forced entry; entrance $20; winners of two races $30; of three or more races $50; weight for inches as per scale. One mile.

Mr. Darius' Glory, 11st 5lb Mr. W. W. Cox. 1
Mr. Jay's Rheingold, 10st 7lb Mr. P. A. Cox. 2
Mr. David's Loyalist, 10st 13lb Mr. Moller. 3
Mr. Hammonia's Donner, 10st 10lb ..... Mr. Gresson. 0

Only four horses entered for this race. From an even start Glory took the lead, followed by Rheingold, Loyalist, and Donner. The order was maintained round the village. Up to the Black Rock Rheingold gained on Glory. Down the Rock there were three lengths between them. They entered the straight in the same order and Donner took third place for a time. Glory came past the winning post followed by Rheingold six lengths away and Loyalist and Donner together twelve lengths behind. The winners time 2.03 min.

The CONSOLATION STAKES, a Sweepstakes of $5 each with $250 added; second to receive $100; third $50; for beaten China ponies at this meeting; weight for inches as per scale. Once Round.

Mr. Hart Buck's g. Esperance, 10st 6lb ..... Mr. Crawford 1
Mr. Dryasdust's d. Tit Bits, 10st 9lb..... Mr. P. A. Cox 2
Mr. G. H. Potts' g. Interrogation, 11st 4lb ... Mr. W. W. Cox 3
Mr. David's blk. St. Andrew, 11st 1lb ..... Mr. Moller 0
Mr. Derick's g. Tube Rose, 11st 4lb..... Mr. Cumming 0
Mr. Kingston's ch. Polka, 11st 1lb Mr. Brutton 0
Mr. Nauticus' g. Sunshine, 10st 12lb Mr. May 0

From a good start St. Andrew took the lead and the others got off in a bunch. Round to the Bridge Tit Bits took the lead followed by Sunshine and Polka. At the back stretch Titbits was still first with Sunshine second and Interrogation third. Sunshine took a slight lead going up the Black Rock and Interrogation was third, Tube Rose and Esperance and Polka behind. Going round by the village Titbits and Interrogation raced for place. Round the bend Titbits still held the lead. On entering the straight Esperance came up on the outside, and took the lead down the straight and won hands down. Titbits was second with Interrogation third. Time 2.01-2.5th min.

The CHAMPION STAKES, with $750 added; for China ponies, winners at this meeting only; a forced entry; entrance $20; winner of two races $30; of three or more $50; weight for inches as per scale. One Mile and a Quarter.

Mr. Dryasdust's g. Sinbad, 10st 9lb ..... Mr. Crawford 1
Mr. John Peel's Set, 11st 7lb..... Mr. Gresson 2
Mr. Buxey's g. New Rose, 11st 1lb Mr. Moller 3
Mr. G. H. Potts' br. Forest King, 11st 4lb ... Mr. W. W. Cox 0
Mr. Mansfield's w. Ace of Hearts, 11st 1lb ... Mr. Walwyn 0
Mr. G. H. Potts' b. Desert King, 10st 12lb ... Mr. P. A. Cox 0

From an even start Sinbad took the lead and Ace of Hearts was second. Sinbad led by two lengths and Set and the two Kings followed together. At the back stretch Sinbad kept the lead and the order of the others was Set, Desert King, Forest King, New Rose and Ace. On the Rock Set was second and New Rose third. Round by the village Sinbad maintained the lead and next were Set, New Rose, the two Kings, Sinbad entered the straight two lengths from Set and New Rose was a good third, Sinbad and Set were using the whip down the straight and New Rose was coming up. At the Winning post Sinbad pased first, Set four lengths behind and New Rose ten behind the leader. Time 2.47-2.5th min.

The NIL, DESPERANDUM STAKES, a Sweepstakes of $5 each with $100 added; second to receive $50; third $25; for beaten subscription Waler Griffins of this season, 1900-1901; handicap. Half a Mile.

Mr. Hart Buck's b. Croxton, 11st 2lb ..... Mr. Crawford 1
Mr. Babington's b. Sundowner, 10st 10lb..... Mr. May 2
Mr. Jay's b. Altgold, 10st 12lb.....Mr. Moller 3
Mr. Bromox's i.-g. Confederation, 10st 12lb... Mr. Brutton 0
Mr. Derick's b. Deep Bay, 10st 6lb ..... Mr. Cumming 0
Mr. J. H. Lewis' skd. Blazer, 10st 4lb..... Mr. Walwyn 0
Mr. Oswald's b. Scintillant, 10st 4lb..... Mr. P. A. Cox 0
Mr. Roy's i.-g. Blue Gum, 10st 7lb Mr. Gedge 0

After bolts by Scintillant and Confederation a start was made at the fifth attempt and Blazer and Scintillant got a slight lead. It was only half way round the course and at the bend near the village the order was Blazer, Altgold, Scintillant. Down the straight Croxton came up and a good scrambling race resulted in Croxton first, Sundowner second and Altgold third. Time, 59.2-5th secs.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(*Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).*

February 27th.

LUI LAI CHO v. T. H. KINGSLEY.

Mr. J. J. Francis K. C. (instructed by Messrs. Deacon and Hastings) appeared for the plaintiff, and Mr. E. H. Sharp (instructed by Mr. C. Ewens) for the defendant.

His Lordship reserved judgement in this case.

THE CIRCUS.

There was a good audience at the Circus last night, the Chinese being in attendance in large numbers and the boxes being all taken. The programme was changed and a long one, and the encores and applause were hearty and frequent. All the items were well executed and a pleasant evening's entertainment was given.

It was the benefit night to the Frezagonda Sisters and they contributed an extra turn in sailor's attire. The musical turn by Chas. Weatherley was very well received and the aerial bar act by the Eldrona Brothers was a treat. They performed some neat acts on the bars and showed great skill in their line.

To-night the following gentlemen compete in the Amateur Riding contest, three times standing on horseback, round the ring:—Major Sir H. McMahon, Lieuts. F. Walwyn, H. Lloyd and J. Ford, R.W.F., Mr. C. W. Gregg, Mr. J. Winston, R.N., Mr. S. Chelmsford, R.N., Mr. Hector Samson, and Mr. Henry Dean, H.M.S. "Endymion."

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the seventeenth ordinary general meeting to be held at the office of the General Managers on Saturday, 9th March, 1901, at 12 o'clock noon:—

Annexed we have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December, 1900.

The net profit including the balance brought forward from last year amounts to $132,514.65 which it is proposed to appropriate as follows:—

To place to reserve fund	$ 19,805.00
To pay a dividend of 20 per cent	100,000.00
To carry forward to next year's account	12,709.65

Business in Rope suffered during the year from the abnormally high price of Manila Hemp but nevertheless our sales shew an increase and the result, though not so good as that of last year, is still satisfactory.

CONSULTING COMMITTEE.

In accordance with the Articles of Association, Messrs. Gillies, Lewis, Raymond and Shewan retire, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. T. Arnold and F. Henderson who are recommended for re-election.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 23rd February, 1901.

Account for the year 1900.

PROFIT AND LOSS ACCOUNT.

Donation to Indian Famine fund	$ 500.00
Exchange	14.10
Auditors' fee	400.00
Consulting Committee's fee	4,000.00
Depreciation for 1900 written off	13,402.04
Balance	132,514.65
	$150,830.79
Balance brought forward from 1899	$ 11,054.30
Interest and profit on sale of investments	7,205.79
Balance of Working account	132,570.70
	$150,830.79

BALANCE SHEET.

Liabilities.	$ cts.
Capital 10,000 shares @ $50. paid-up	500,000.00
Reserve fund	195.00
Due to General Managers	6,763.81
Sundry creditors	12,909.92
Balance of profit and loss	132,514.65
	$ 652,383.38

Assets.	$ cts.	
Cost of land, factory, machinery &c. as per last account	$160,000.00	
Expended on new extension to 31st December 1900	43,402.04	
	203,402.04	
Less Depreciation	13,402.04	
		190,000.00
Rope, &c., &c. in godown, valued at		104,278.29
Rope on consignment, valued at		141,225.00
Fire Insurance Premia, account 1901		1,421.48
Sundry debtors		87,278.83
Cash at factory		25.00
Hongkong and Shanghai Banking Corporation		128,154.78
		$ 652,383.38

We have compared the above statements with the books and vouchers of the Company and found the same in accordance therewith.

THOS. ARNOLD }
F. HENDERSON } Auditors.

MAN'S CRUELTY TO MAN.

The most prominent building in the ancient city of Nuremburg is the castle. It stands upon a precipitous ledge of rock, and its two towers overlook a singular sea of red-roofed, irregularly built houses. One of these served as a prison; the other, called the Fünfeckige Tower, its walls forming an irregular pentagon, was used for torture. It is so old as to antedate the castle itself, and contained a veritable museum of horrors until it was purchased by the Earl of Shrewsbury and Talbot, in whose possession the relics now are. . . . . The "Wheel" was made of stout wood with flanges on the rims at certain intervals. The man was fastened, face upwards, to the rungs of a ladder, when the wheel was run over him backwards and forwards more or less heavily, the flanges penetrating the flesh. The "Chair of Torture" is a piece of heavily made furniture, studded over in the seat and elbows with wooden blunt-topped spikes. To it the victim was tightly bound, and in a short time discomfort began to manifest itself, and increased until it became unbearable. During its continuance the torture was enhanced in various ways by means of wedges inserted between the legs until the skin burst, or screws applied to the thumbs until the blood spurted forth. The "Maiden" was the counterfeit presentment of a young woman, but her limbs were cast in an oaken mould, and woe to him who experienced her fearful embrace! She was constructed in three parts, the front two swinging on hinges, and these doors were studded with stilettoes so placed that the enclosed victim would be pierced in his most vital parts. The fiendish ingenuity of the figure was enhanced by the position of the two uppermost stilettoes, which were so arranged as to penetrate the eyes.

Though offenders were usually confined in the prison tower, the unhappy wretch condemned to death by the "Maiden" spent the night before execution in her company. Taking his last look at the light his last breath of the free air of heaven, he entered from the ramparts a narrow doorway in the five-sided tower, and by a winding stair gained the torture chamber—a low room some nine feet each way. Profound gloom added to the horror of the place, but as the eye grew accustomed to its surroundings, the dim light that filtered through the narrow slits which served as windows revealed the shrouded form of the "Maiden." Within a couple of paces was a sort of pen, where, stretched upon a miserable pallet, the heavily manacled prisoner got such repose as his racked limbs and fearful anticipations permitted. Escape was impossible; no despairing scream, no groan of anguish, could penetrate the immense thickness of the walls. The solitude was frightful! Imagination pictures the condemned man awaking from nightmare dreams to a full consciousness of his position. The few feeble rays of light slanting from above just showed in ghastly outline the awful form that with sightless eyes watched and waited! A new day dawned, the city woke to busy life, and by-and-bye the minions of the law visited the condemned cell. The poor wretch was dragged from his bed, the "Maiden's" arms opened, and he was thrust within them. Then, second by second, slowly but surely, those fatal arms closed upon him; and, the deed of blood consummated, a trap-door fell, and his mangled remains descended to the sepulchre below.—*New Penny Magazine.*

EDWARD VII AND THE FOREIGN PRESS.

The new King is well known in Paris, as the Prince of Wales was a warm sympathiser with France and made many warm friendships among Frenchmen. It is, therefore, to be hoped that he will do much to smooth relations between France and Great Britain until they return to the friendliness of the days gone by.—*Soleil (Paris).*

Many have noticed his perfect courtliness and utter absence of pose, qualities which Parisians so much admire in the majesties of the world. But to-day the man gives way before the Sovereign, and it is the Sovereign we should like to know.—*Figaro (Paris).*

England's best solace in her hour of trial is the conviction that the dead Queen leaves behind a successor who will follow faithfully in her footsteps.—*Matin (Paris).*

Although Parisian in the best sense, and an accomplished sportsman, the new King is a model of regularity. Every hour of the day has its allotted function, either for work or for recreation. A King so methodical, so painstaking, and so genially sympathetic withal, cannot fail to be popular.—*Gaulois (Paris).*

The death of Queen Victoria opens up a wide field of speculation as to the new reign. But one thing is certain. Her successor will never dream of disturbing those constitutional limitations of prerogative established by the precedents of the past sixty years.—*Le Genevois (Geneva).*

It is to be regretted that the spectre of war should overshadow the opening reign of Edward VII. The world's best wish is that the shadow may soon be removed.—*Petit Bleu (Brussels).*

The new King of England knows France too well for it to be possible for any counsellor to mislead him in regard to England's neighbour across the Channel. He knows our politicians, our society, and our public; and there can be no doubt that the liking which he knows has always been felt toward him in France will remain his as King of England.—*Journal des Débats (Paris).*

A fresh era is beginning, and the heralds are crying, "The Queen is dead! Long live the King!" The verdict rests with history.—*Temps (Paris).*

The Prince who has already behind him a long and active life, succeeds to a heritage such as no man has ever come into before him. It is an Empire which is, perhaps, only exceeded by China in point of population, but in extent, might, and wealth is unrivalled, that Queen Victoria, Empress of India, leaves at death to her son and heir.—*Petersburgen Zeitung (St. Petersburg).*

The new Sovereign is the first nobleman of his Empire. He is now confronted with the lofty and arduous duty of proving himself a ruler on the throne. It is to be hoped that the world is the richer for a prince of peace.—*Neues Wiener Tagblatt (Vienna).*

THE RED AND WEST RIVERS.

In his Report on the trade of Ssumao (in the south-west corner of Yunnan) and Mengtse (near the French Tonquin border) the Acting-Consul, Mr. Litton says:—

It is notable that in 1899 only 59,800*l.*, or a little over 7 per cent. of the total trade, is to or from the French Colonial Empire; all the rest, or 93 per cent., comes from or goes to the British colony of Hongkong.

The town of Mengtse itself is neither large nor wealthy; it is little more than a forwarding station for goods. The Chinese merchants in Hongkong barter their yarns and cottons against Yunnan tin and opium. There are three large warehouses at Manhao, whence the imports are forwarded on mules to Mengtse, whence after passing the customs they are commonly sent on into the interior under transit pass on the day of their arrival. There are no banks in Mengtse, and in a town through which over 750,000*l.* sterling of Hongkong trade passes it is a matter of great difficulty to change a cheque on Hongkong.

From another point of view, Mengtse is of considerable importance. Situated on the edge of the healthy plateau of Yunnan, it is the natural sanatorium for the French officials and soldiers who are compelled to live in the low and unhealthy valley of the Red River.

The reasons for the satisfactory development of the Mengtse trade may be summarised as follows:—

(1) The Red River is the natural trade route between Hongkong and Yunnan; the land carriage being much less than by the West River route.

(2) The respect paid to transit passes by the local officials in Yunnan is very beneficial to the trade. Thus in 1889 no less than 85 per cent. of the total imports and 95 per cent. of the cottons and yarns went into the interior under transit pass. An examination of the places for which passes were issued goes to prove that Mengtse supplies South Yunnan only. The towns which took up most of the imports were, in the order of their importance:—Yunnan-fu, Cheng Kiang, Chu Ching, Kai Hua, Lin An, all important centres in South Yunnan. Thus Mengtse is the chief supply town for a district containing a population of about 2,500,000, or about half of the whole province.

The unwonted observance by the officials of the treaty stipulations about transit passes is not due to foreign pressure, but to the action of the high officer (Taotai) who first opened Mengtse, and was an enemy of the likin officials. The passes once established have been maintained by the vigilance of the Commissioner of Customs.

(3) The considerable tin production which enables the Yunnanese to pay for their cottons and yarns. The important mines of Kuochiu are conveniently situated near Mengtse, and heavy charges for freight are thus avoided. In 1899 the price of tin in Hongkong was very favourable to the operations of the local merchants and gentry who own the mines.

In view of the large production of these mines, it is hardly necessary to state that the provincial board of mines, which has hitherto effectually prevented the development of the mineral resources of other parts of Yunnan, has nothing to do with the management of Kuo-chiu.

(4) The tranquillity of the Red River, which was formerly much infested by pirates, is absolutely essential to the maintenance of the Mengtse trade; this has been secured by the action of the French authorities. Soon after the conquest of Tonkin, Mengtse was found to be the most suitable mart on the Chinese side of the frontier, and since then the disorders on the Red River have been gradually suppressed. Roads, telegraphs, and military stations have been established by the French along the great route, and though the natural obstructions to navigation have not and probably cannot be altogether removed, it should be remembered that the pacification of the river is entirely the result of French control, and that, were that control removed, the river highway would very soon be blocked.

(5) The unsatisfactory condition of the Chinese or West River route from Hongkong and Canton to Yunnan has driven the trade to its rival the Mengtse route. The opening of Wuchou has done little or nothing to improve the condition of the Upper West River; in the year 1899, after traversing the chief trade routes of Kwangsi, I came to the conclusion that this province had for some years been so infested by bandits who prey upon the West China opium and yarn trade, that no great volume of trade could be expected to pass to Yunnan by the West River. Most of the robbers have been expelled from Tonkin by the French and find a happy hunting ground in their own country where the officials are too weak to deal with them. Furthermore after goods have been landed at Po-se or Pei-Ngai, the heads of navigation on the West River, there is a long overland carriage of 18 days to Yunnanfu along an execrable road and through very poor country. The number of dilapidated inns and stables, and the relics of stone causeways, coupled with the present scarcity of pack animals along this route, lead one to suppose that previous to the opening of Mengtse there was a considerable trade via the West River.

In spite of the blackmail levied by robber bands, there is still a considerable opium trade via the West River for the Canton market. This trade, I think, may be estimated at about 8,000 piculs (1,064,000 lbs.), value about 365,000*l.* The reason for the continuance of this trade, which is confined to the Canton market, is that the combined risks of bad roads, brigands, and likin are more than counterbalanced by the heavy charges for exporting from China through French territory, and re-importing into China via Hongkong.

THE MEMORIAL SERVICE AT ST. PAUL'S CATHEDRAL, LONDON.

A vast congregation, estimated to number about 5,000, attended the afternoon service at the metropolitan Cathedral on the 25th of January, says the *Daily Mail*, all wearing mourning and indicating in other and deeper ways their grief at the irreparable loss which they and the whole Empire have sustained in the death of a beloved Queen, whose rule was indeed "broad-based upon her people's will." The ordinary service commenced at 4 o'clock, but the congregation began to assemble fully an hour earlier, entering by the smaller west doors. The inscription cut in the stone pavement at the foot of the steps leading up to the central or great west door announcing that "Here Queen Victoria returned thanks to Almighty God for the 60th anniversary of her accession, June 22, A.D. 1897," was read by many before entering the Cathedral, and afterwards was doubtless reflected upon by them, telling as it does of a joyful and ever-to-be-remembered celebration in her late Majesty's reign, but forcibly reminding those who visited the spot yesterday of their lasting bereavement.

A few minutes before the service began the choir boys in a body, in their every-day attire, entered the Cathedral by the south door and proceeded to the vestry, from which they issued presently surpliced, heading the "gentlemen of the choir" and the clergy, among whom were the Dean, Canon Scott Holland (Canon in residence), the Archdeacon of London, Bishop Barry, and Minor Canons Gilbertson Kelly, and Morgan Brown. Sir George Martin, the organist, had already proceeded to his place. The Cathedral was now filled to its utmost capacity, every seat under the dome, in the choir, and in the transepts being occupied. The Communion Table and the pulpit were heavily draped, and crape hangings were suspended against the pillars beneath the dome.

After the clergy and the choir had taken their accustomed places in the chancel, the usual afternoon service was at once proceeded with, the only alteration in it consequent on the death of the Queen being that the selection from Mendelssohn's *St. Paul*, which it had been intended to give, was replaced by the beautiful anthem "Blessed are the dead that die in the Lord." This was sung to music by Stanford.

The service, which lasted exactly three-quarters of an hour, was immediately followed by that which had drawn together the enormous congregation present. This was described in the printed particulars which were circulated in the cathedral as a "Form of service on the death of her Majesty Queen Victoria," but certain alterations were made in the first collect, and Psalm cxxi. ("I will lift up mine eyes") was omitted.

The "Dead March" in *Saul* was afterwards played by Sir George Martin, the whole congregation reverently rising with the opening note of Handel's soul-stirring music. This brought to an appropriate termination a short but most impressive service, which deeply affected the majority of those who heard it. The congregation shortly afterwards sorrowfully dispersed.

CONSCRIPTS IN FRANCE.

The correspondent of the *Pall Mall Gazette*, writing from Paris under date January 24th says:—The diminution in the annual contingent of recruits, long apprehended in consequence of the stationary state of the population, would seem to be becoming apparent. The conscripts who will join the army in November have just been making their declarations and going through the formality of the "tirage au sort." Such of the returns as have already been sent in by the recruiting officers, and which refer so far exclusively to Paris and the department of the Seine, show a curious state of things. The number of recruits has fallen off in all the districts for which the results are known, and in many cases the shrinkage is very considerable. It amounts, for instance, to 10 per cent. for one of the sections of the capital, and to 15 per cent. for the suburb of Aubervilliers. It is feared that the total contingent furnished by the department of the Seine may be some 3,000 men below the average. The figures have never been so low before except in the case of the contingents of 1890 and 1891, who were born at the time of the Franco-German war. As an excuse for the thinness of this year's contingent, it is urged that the winter of 1880 was the coldest of the century, and that the infant mortality in the course of it was exceptionally high. It is certain, however, that the comparatively satisfactory figures of the last two or three years were only reached by dint of the very vigorous enforcement resorted to of late of the law relating to foreigners, and of the temporary consequences due to the Franco-Belgian Convention. That it will henceforth be more and more difficult to keep up the army to its present strength is beyond a doubt. General Andre, as may be known, has just decided to ask the Chamber to abolish the height limit. The mannikins under five feet, who used to be dispensed from military service are now to be taken, provided they are able-bodied and of sound constitution. It is rather surprising that the Minister of War should have thought this alteration in the regulations worth making, as, apart from all other considerations, the numerical results it can yield will be very trifling. Only some three hundred odd conscripts were rejected last year in the department of the Seine on account of the height limit, and of the number the majority were deformed or otherwise quite unfit for military service. More efficacious, it may be thought, than General Andre's innovation would be a proposal made by M. Leroy Beaulieu, the well-known economist, who suggests that the State should for preference employ in all its multifarious services none but the fathers of at least three children. A Government post being the supreme ambition of so many Frenchmen, M. Leroy Beaulieu is perhaps right in esteeming that his premium on paternity would send up the birth-rate.

THE READING OF THE WORKING CLASSES AND ITS RELATION TO CRIME.

Much has been written of the reading of the "working classes." It is said that they read nothing but worthless fiction and the yellow journals, and it has even been claimed in England—incredible as it may seem—that they are "too much educated," and that Hooliganism, that strange phenomenon of modern London streets, is largely a resultant of this. As so many who do not belong to these classes have written of their literary tastes, it is interesting to learn the views of the son of a working coal-miner, Mr. Tom Cliffe Phillips, of Cardiff. Mr. Phillips, who writes in the London *Literature*, adopts several views opposed to those of other writers on this subject. He says:

"The average boy and girl leave school with just the ability to read the evening paper, some periodical of *Tit-Bits* type, or interesting story; and story-reading not demanding any serious strain upon the mental faculties, and providing a stimulative salt in items of adventure of love-making, is naturally taken to on the line of least resistance. Then in view of their squalid daily environment, the revelations of a different world as depicted by the novelist, the fair scenes of mountain, valley, and river, uncontaminated by the ugly factories and workshops of industrial progress, the vivid descriptions of works of art and beauty, the account of rich dresses and splendid mansions, the clash of swords and noise of battle, or the armoured panoply of chivalric times, have an amount of attraction that cannot be very well understood by those whose lives have been cast in more favourable circumstances.

"I cannot see or feel that this is in any way to be deplored. Before you can raise the class level of intelligence you must first show the individual members something better, and the way to attain thereto, so that they may make their endeavour accordingly. If reading is to be cultivated at all, it it must be from the point of interest; and I maintain that the novelist, and he alone up to the present, has had any portion in providing the material wherewith to establish the love of reading in the masses on a firm and fruitful basis. From story-reading readers will gradually advance to works of literature other than fiction; essays and poetry will attract attention in growing ratio, and the love of good work will gradually and surely be raised. Then working-class novel-readers, pure and simple, fall into different ranks of mental grasp and foresight, and I am of firm opinion that the general standard is on the upward grade."

Literature, in commenting on these statements, quotes from a recent letter in the London *Daily News* by the president of the London Metropolitan Board Teachers' Association, in answer to a statement by a member of the London School Board that Hooliganism is bred in the evening-schools. The former gentleman asserts that Hooliganism arises not from education, but from the want of it, in fact from truancy. "There are 700,000 children of school age in the London School Board area," he says; "of these, 100,000 are always absent." From this semi-illiterate portion, aided by parental neglect, emerges Hooliganism. But even of these truants, most learn to read, he says, and this, far from being an evil, is the only hope for them. *Literature* continues:

"The outcry against education which was heard in the seventies is dying, but it is dying hard. The key of knowledge is still but grudgingly offered to those who really need it. No serious person can believe—though the protest would seem to be needed—that education, whose one function, as every age and country has believed, is to civilize, to soften the manners, and to 'let the ape and tiger die,' really leads to crimes of violence. But there are two sorts of eduction. The main object of secondary education—of the public schools [*i.e.*, not of the 'Board Schools,' but Harrow, Rugby, etc.]—is to educate character. The main object of the primary schools is to impart knowledge and let character go. There undoubtedly lies one solution of the Hooligan problem. Those who assert that education is useless if it only creates a debauched literary taste can make a more plausible case. But there is much exaggeration both in their facts and their arguments. One critic sees in the fact that the porters at railway stations collect all the newspapers, all 'the ephemeral rubbish which has been idly scanned and thrown away,' a direct and melancholy result of mechanics' institutes. We need not enter now on the large question of the influence of inferior journalism; but in the matter of 'good' and 'bad' literature we cannot forget that these are relative terms. What is bad in the view of the cultured gentleman may be good for the uncultured working man. The former may question some of Mr. Phillips' literary judgments; but our contributor is right in saying that 'the reading of fiction,' even poor fiction, if it is wholesome, 'is simply a symptom of an interest in things that are brighter and more alluring than that every-day dull grayness which surrounds the life of so many people.' It only wants to be guided aright—here the managers of public libraries have a great responsibility—and, at any rate, the first step will have been taken toward that appreciation of great thoughts and beautiful pictures in which lies the sovereign remedy for savagery and crime."—*Literary Digest.*

THE IMPERIAL YEOMANRY.

The larger portion of the 5,000 Imperial Yeomany that have been called for service in South Africa will be mobilized at Aldershot. Instructions have been given to prepare the East Cavalry Barracks for the reception and requirements of the Yeomary, who will be drafted out to the front in companies as soon as they are mobilized and equipped. A short course of instruction lasting ten days or so will be given before embarcation, and the men will also be furnished with horses and tried in the riding school before leaving. Major H. D. Fanshaw, second in command of the 2nd Dragoon Guards, has been appointed commandant of this Yeomanry depôt.

The hired transport *Manhattan* sailed from Queenstown on the 24th ulto. for Gibraltar *en route* to Cape Town. Before she sailed there was no cheering or other manifestation of feeling given either by the troops or by the people on shore owing to the death of the Queen. She embarked at Queenstown two officers, 50 men of the 16th Lancers, Lieutenant Adams, Lieutenant James, Lieutenant Younger, of the 14th Hussars, Mr. Thomson, civil surgeon, Captain Jobson, and 86 remounts. At Gibraltar she will receive seven officers, 27 men, and seven horses of mounted infantry. She took on board at London drafts from the 7th Dragoons, one officer, 121 men, one horse, three men, eight officers, and 470 remounts.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On data at 10 a.m.	On data at 4 p.m.
Barometer	30.27	30.16
Temperature	58	59
Humidity	70	68
Rainfall	0.17	—

TO-DAY.

Thursday, 28th February, 1901.

Chinese—*10th of 1st moon of 28th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 23min.*
Sets ..... *6hr. 1min.*
High water—*Morning* ..... *3hr. 16min.*
Afternoon ..... *5hr. 15min.*
Low water—*Morning* ..... *9hr. 39min.*
Afternoon ..... *0hr. 0min.*

ANNIVERSARIES.

1851—Pitched battle in Aberdeen Bay, Hongkong, between pirate junks and Chinese gunboats.
1876—Capture of the Sulu capital by the Spaniards.

TO-MORROW.

Friday, 1st March, 1901.

Chinese—*11th of 1st moon of 27th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 23min.*
Sets ..... *6hr. 2min.*
High water—*Morning* ..... *9hr. 6min.*
Afternoon ..... *7hr. 29min.*
Low water—*Morning* ..... *2hr. 7min.*
Afternoon ..... *0hr. 28min.*

ANNIVERSARIES.

1842—Surrender of Guznee by Lieut.-Col. Palmer.
1862—Public Meeting decided to establish a Volunteer Corps.
1871—The German Army entered Paris.
1885—Bombardment of Chinese forts by French men-of-war.
1886—Chinese gunboat *Sui-tsin* lost off Namchow.
1897—Gold Standard adopted by Japan.
1898—Chinese contract loan for £16,000,000 completed.
1900—Relief of Ladysmith announced at Shanghai.

AGENDA.

TO-DAY.

Annual Hongkong Races. Third Day.
Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robinson.
9 p.m.—Sharp. Harmiston's Circus at the Recreation Ground (near the Race Course.)
Cargo ex *Lightning* subject to rent.

FRIDAY 1st, MARCH.

Diocesan School re-opens.
5 p.m.—C. & M. Co.'s steamer *Esmeralda* leaves for Manila.
8.30 for 9 p.m.—Precisely. Regular Meeting of the Zetland Lodge at the Freemason's Hall.
Cargo ex *Indravelli* subject to rent.

SATURDAY 2nd.

Noon—P. & O. steamer *Paramatta* leaves for London.
Noon—T. K. K. steamer *Hongkong Maru* leaves for Yokohama, and Honolulu, via Shanghai etc.

MONDAY, 4th.

5.15 p.m.—General Meeting of the Hongkong Rifle Association at the Volunteer and Head Quarters.
5.30 p.m.—Organ Recital at the Union Church.

TUESDAY, 5th.

3 p.m.—Steamer *Lightning* leaves for Singapore Penang Calcutta.
5.15 p.m.—Lecture by Mr. J. J. Francis K. C. in the Chamber of Commerce Room, City Hall.
5 p.m.—Yearly General Meeting of the Members (only) of the Hongkong Club.

WEDNESDAY, 6th.

Noon—N. D. L. steamer *Kiautschou* with mails etc. leaves for Europe.
Noon—Meeting of the Shareholders of the Hongkong Fire Insurance at the Company's Offices.
3 p.m.—Auction of the Race Ponies by Messrs. Hughes and Hough opposite the City Hall.

THURSDAY, 7th.

Noon—Statutory Meeting of the Shareholders of the Hongkong steam Water Boat Co. Ld., at the Company's Office.
Noon—Meeting of the Shareholders of the China Fire Insurance at the Company's Offices.

SATURDAY, 9th.

Noon—Ordinary Annual Meeting of the Shareholders of the Hongkong Rope Manufacturing Co. Ld., at their offices.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Kumsang*) to-morrow.
English (*Plassy*) to-morrow.
American (*China*) 4th prox.
German (*Kiautschou*) 5th prox.
German (*Stuttgart*) 7th prox.
American (*Doric*) 12th prox.
Canadian (*Empress of China*) 18th prox.
American (*Nippon Maru*) 19th prox.

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The N. Y. K.'s steamer *Kawachi Maru* (European Line) left Kobe *via* Moji for this port to-day, the 28th inst., and is expected to arrive here on Wednesday, the 6th March.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

S.M.S. *Hansa*	at	Kowloon	Dec.
U.S.S. *Isla de Luzon*	"	"	"
U.S.S. *Bennington*	"	"	"
Hongkong Maru	"	"	"
Hue	"	"	"
Nanyang	"	"	"
Avalanche	"	"	"
Egbert	"	Cosmopolitan	"
Pompey	"	"	"
Chowtai	"	"	"
Marakola	"	"	"

* * *

PASSED THE CANAL.

Outward—8th February—*Agamemnon, Benclcuch.* 12th Feb.—*Gisela, Japan, Stuttgart, Hudson.* 15th Feb.—*Ernest Simon, Hakata Maru, Tantalus, Trust, Ascania, Neptune.* 22nd Feb.—*Ajax, Konigsberg, Kiew, Oceanien.* 26th Feb.—*Canton, Sobrapn, Konig Albert.*

Homeward—8th Feb.—*Dardanus,* 12th Feb.—*Hitachi Maru.* 22nd February—*Achilles, Norderney.* 26th February—*Indus, Sambia, Wakasa Maru.*

Arrivals at Home—16th February—*Irene, Calchas, Wittenberg.* 23rd Feb.—*Perthshire, Salacia.* 27th February—*Glenlyon, Bokara.*

Shipping.

Arrivals.

BENLOMOND, British steamer, 1,752, Wm. Hutton, 28th Feb.,—Moji 21st Feb., Coal.—Gibb, Livingston & Co.

PARRAMATTA, British steamer, 2,854, C. Denny, R.N.R., 28th Feb.,—Shanghai 26th Feb., Mails and General.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Kwangsi, British str., for Shanghai.
Mongkut, German str., for Swatow.
Marburg, German str., for Yokohama.
Idomeneus, British str., for Shanghai.
Pak Kong, British str., for Canton.
Wosang, British str., for Shanghai.
Lycemoon, German str., for Shanghai
Hoimoon, British str., for Canton.
Fushun, British str., for Shanghai.
Haihao, French str., for Haihow.
Wongkoi, German str., for Yap Island.

Departures.

Feb. 27, *Chingtu*, British str., for Kobe.
Feb. 28, *Mongkut*, German str., for Bangkok.
Feb. 28, *Kwangsi*, British str., for Shanghai.
Feb. 28, *Tacoma*, American str., for Tacoma.
Feb. 28, *Lycemoon*, German str., for Shanghai.
Feb. 28, *Szechuen*, British str., for Ningpo.
Feb. 28, *Fushun*, British str., for Shanghai.
Feb. 28, *Marburg*, German str., for Yokohama.
Feb. 28, *Canton*, British str., for Shanghai.
Feb. 28, *Tsuruga-san Maru*, Jap. str., for Moji.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Plassy	Singapore	To-morrow
Kumsang	Singapore	To-morrow
China	Japan	Mar. 4th
Hiroshima Maru	Japan	Mar. 4th
Nankin	Singapore	Mar. 4th
Kiautschow	Japan	Mar. 5th
Kawachi Maru	Kobe	Mar. 6th
Stuttgart	Colombo	Mar. 7th
Doric	San Francisco	Mar. 12th
Empress of China	Vancouver	Mar. 18th
Nippon Maru	San Francisco	Mar. 19th

We would direct the attention of shippers from time to time to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Akashi Maru	Swatow, &c.	Mar. 6th
America Maru	San Francisco, &c.	April 23rd
Anping Maru	Foochow	Mar. 13th
Bamberg	Havre, &c.	April 10th
Bayern	Straits, &c.	Mar. 20th
Bombay	Shanghai, &c.	Mar. 1st
Braemar	Victoria, B.C.	Mar. 4th
China	San Francisco, &c.	Mar. 12th
City of Peking	San Francisco, &c.	April 30th
City of Rio	San Francisco, &c.	April 6th
Coptic	San Francisco, &c.	April 13th
Deucalion	London	Mar. 19th
Diamante	Manila	Mar. 4th
Doric	San Francisco, &c.	Mar. 19th
Emp. China	Vancouver, &c.	April 3rd
Emp. India	"	April 24th
Emp. Japan	"	Mar. 13th
Esmeralda	Manila	Mar. 1st
Eva	Portland, &c.	Mar. 10th
Freiburg	Havre, &c.	Mar. 8th
Gaelic	San Francisco, &c.	May 7th
Glenogle	Victoria, B.C.	Mar. 22nd
Gymeric	New York	Ok. desp.
Hakata Maru	Kobe & Yokohama	Mar. 15th
Hamburg	Straits, &c.	June 13th
Hiroshima Maru	Singapore, &c.	Mar. 6th
Hoihow	Shanghai	Mar. 1st
Hongkong Maru	San Francisco, &c.	Mar. 2nd
Idomeneus	Shanghai	Mar. 1st
Ixion	London	Mar. 5th
Kaifong	Manila, &c.	Mar. 2nd
Kawachi Maru	Marseilles, &c.	Mar. 8th
Kiautschou	Straits, &c.	Mar. 6th
König Albert	Straits, &c.	April 17th
Lightning	Singapore, &c.	Mar. 5th
Maizuru Maru	Tamsui	Mar. 10th
Malacca	London	Mar. 9th
Marburg	Havre, &c.	Mar. 30th
Mazagon	Bombay, &c.	Mar. 26th
Nankin	Kobe	Mar. 9th
Nippon Maru	San Francisco, &c.	Mar. 28th
Parramatta	Europe, &c.	Mar. 2nd
Patroclus	Liverpool	Mar. 16th
Plassy	Shanghai	Mar. 2nd
Preussen	Straits, &c.	May 29th
Prinz Heinrich	Straits, &c.	May 15th
Prinzess Irene	Straits, &c.	May 1st
Sachsen	Straits, &c.	June 27th
Sanuki Maru	Kobe & Yokohama	Mar. 2nd
Savoia	Havre, &c.	Mar. 23rd
Sibiria	Havre, &c.	April 5th
Stentor	London	April 3rd
Strathgyle	San Diego, &c.	Mar. 30th
Stuttgart	Straits, &c.	April 3rd
Sungkiang	Manila	Mar. 8th
Tacoma	Victoria, B.C.	Mar. 1st
Tosa Maru	Victoria, B.C.	Mar. 16th
Victoria	Victoria, B.C.	Mar. 8th
Yawata Maru	Japan	Mar. 22nd

SWATOW WEEKLY SHIPPING REPORT.

(February 16th, 1900.)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
Feb. 10	Siam	Amoy	B. & Co.
" 10	Choysang	Shanghai	J. M. & Co.
" 10	Phranang	Hongkong	B. & S.
" 11	Formosa	"	J. M. & Co.
" 11	Loosok	Bangkok	B. & S.
" 12	Chefoo	Chefoo	
" 13	Haisching	Hongkong	J. M. & Co.
" 13	Pelayo	"	M. & Co.
" 14	Haitan	Amoy	J. M. & Co.
" 14	Wingsang	Hongkong	
" 14	Tamani	Chinkiang	B. & S.
" 14	Pechili	Wuhu	J. M. & Co.
" 15	Thales	Hongkong	
" 15	Hsinchi	Shanghai	C. M. & Co.
" 15	Singan	Amoy & Shanghai	B. & S.
" 15	Akashi Maru	Hongkong	B. & Co.
" 15	Daijin Maru	Amoy	
" 15	Pakhoi	Wuhu	B. & S.
" 16	Anping Maru	Amoy	B. & Co.
" 16	Taisang	Shanghai	J. M. & Co.
" 16	Wenchow	Chefoo & Shanghai	B. & S.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
Feb. 10	Paoting	Shanghai	B. & S.
" 11	Talcheong	Deli	L. & H.
" 12	Thales	Hongkong	J. M. & Co.
" 12	Choysang	Hongkong & Canton	
" 12	Loosok	"	B. & S.
" 12	Formosa	Amoy	J. M. & Co.
" 12	Newchwang	Shanghai	B. & S.
" 12	Siam	Singapore	B. & Co.
" 13	Phananang	Bangkok	B. & S.
" 13	Haichow	Amoy	J. M. & Co.
" 14	Daijin	Singapore & Penang	M. & Co.
" 14	Wingsang	Shanghai	J. M. & Co.
" 15	Haitan	Hongkong	
" 15	Pelayo	"	M. & Co.
" 15	Akasi	"	B. & Co.
" 15	Daijin	"	
" 15	Thales	"	J. M. & Co.
" 15	Chefoo	Shanghai	B. & S.
" 16	Anping	Hongkong	B. & Co.
" 16	Taisang	Hongkong & Canton	J. M. & Co.
" 16	Pechili	Shanghai	
" 16	Singan	"	C. M. & Co.
Can.	Singapore	"	B. & S.

Date.	Vessels.	Destination.	Agents.
Feb. 14	Wuhu	Hongkong	B. & S.
" 15	Haitan	Amoy	J. M. & Co.
" 15	Pelayo	"	M. & Co.
" 15	Haisching	Hongkong	J. M. & Co.
" 15	Thales	"	
" 15	Hsinchi	Shanghai	C. M. & Co.
" 15	Singan	Amoy & Shanghai	B. & S.
" 15	Akashi Maru	Hongkong	B. & Co.
" 15	Daijin Maru	Amoy	
" 15	Pakhoi	Wuhu	B. & S.
" 16	Anping Maru	Amoy	B. & Co.
" 16	Taisang	Shanghai	J. M. & Co.
" 16	Wenchow	Chefoo & Shanghai	B. & S.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU..... W. Townsend	KOBE and YOKOHAMA	SATURDAY, 2nd Mar., at Noon.
HIROSHIMA MARU..... S. Yoshizawa.....	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar., at Noon.
KAWACHI MARU ..... J. Thompson.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Mar., at Daylight.
HAKATA MARU ..... F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU* ..... S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
YAWATA MARU ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 26th February, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
FREIBURG ..... Proesch	HAVRE, BREMEN and HAMBURG, (LONDON with transhipment in HAMBURG)	8th March.	Freight.
SAVOIA* ..... Behrens	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 23rd March.	Freight and Passage.
MARBURG ..... v. Binzer	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 30th March.	Freight.
SIBIRIA*	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 5th April.	Freight and Passage.
BAMBERG ..... Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 10th April.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th February, 1901. [7

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 12th Mar., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 6th April, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.

THE U.S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th February, 1901. [7

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE OREGAN RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO,
VIA
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA,"

2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.)

For further Information as to Freight rates, &c., apply to

ARNHOLD, KARBERG & Co.,
Agents.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 3rd April.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th February, 1901. [3

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 25th February, 1901. [7

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon ...	Mar. 1
Braemar	3,601	W. Watt.....	Mar. 4
Victoria	3,502	J. Panton ...	Mar. 8
Glenogle	3,750	W. Frakes...	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 22nd February, 1901. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PARRAMATTA,"

Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 16th February, 1901. [6

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"HOIHOW"	1st March.
MANILA, CEBU and ILOILO.....	"KAIFONG".....	2nd March.
MANILA	"SUNGKIANG" ...	8th March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th February, 1901. [51c

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IXION".....	5th March.
"	"DEUCALION".....	19th March.
"	"STENTOR".....	3rd April.
LIVERPOOL..... (Taking Cargo at LONDON RATES).	"PATROCLUS".....	16th March.

S.S. "IDOMENEUS" arrived from GLASGOW and LIVERPOOL Yesterday, the 27th instant, and will leave for SHANGHAI, TO-MORROW, the 1st March, at Noon.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 28th February, 1901. [12

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blaxland, will be despatched as above TO-MORROW, the 1st March, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 26th February, 1901. [256c

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 5th March, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 26th February, 1901. [255c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 20th February, 1901. [228c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th February, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 27th February, 1901. [254c

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle	5,023	Saturday	Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 29th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 22nd February, 1901. [7

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st March, at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, **and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here,** after which no claims will be recognised.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 23rd February, 1901. [244c

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd February, 1901. [4

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th February, 1901. [4

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

HALF-PAY IN THE NAVY.

It is obvious that in any great military service there must be two conditions—a peace footing and a war footing respectively. When a nation is actually engaged in hostilities, or when there is a probability of war breaking out shortly, more ships must be put in commission than are required in more tranquil times. In other words the country must always be prepared to mobilise the fleet at the shortest notice. It follows that there must always be in reserve a supply of fully trained officers, who in consideration of certain retaining fees, which take the form of the allowance known as half-pay, hold themselves in readiness to accept appointments to newly commissioned ships when called upon. . . . . Now if any fair-minded business man were asked what part of his full-pay should be assigned to an officer thus retained, it is inconceivable that the estimate would fall below the proportion of one half of the full-pay rate, which the title of the allowance implies. In the case of the civil branches this test is commonly more than fulfilled; the rate, never less than one-half, rises sometimes to nearly four-fifths. With the less fortunate executive branch it is not so. The full-pay of a junior lieutenant is 10s. per diem. His half-pay is 4s., or two-fifths. A newly promoted commander has full-pay of 20s. per diem. His half-pay is 8s. 6d., precisely the same amount as is paid to a senior lieutenant. The full-pay of a young captain in a sea-going ship is £1 14s. 6d. his half-pay is 12s., or little more than one third.—*United Service Gazette.*

LA REYNE EST MORTE.

Mother of Mothers, Queen of Queens,
Ruler of Rulers, Lord of Lords;
War harvests, but the Reaper gleans
A richer prize than Swords.

God help our England, for we stand
Orphaned of Her who made us one;
The Honour of the Fatherland,
Her Hope, Her Trust, Her Sun.

Afar, where Summers burn and glow,
The subject Peoples of our race
Shall see their stricken Master go
With tears upon his face.

The Nation at her dying, born,
Shall weep beneath the Southern Cross,
And with her Mother-Country mourn
Irreparable loss.

The scattered Islands of Her Realm
Shall droop the emblem of Her sway
Who through the long years grasped the helm—
Through the laborious day.

And flashing lights shall signal far
Their tidings to the passing ships,
To tell the sinking of Her Star,
Her sorrowful eclipse.

Oh Mother Queen! God's honoured guest,
Who greatly welcomes those who bring
Thy great credentials; thine His rest!
Amen. God save the King.

—*The Times.*

SIR ARTHUR SULLIVAN'S WILL.

Sir Arthur Seymour Sullivan, the eminent composer, who died on November 22nd, aged fifty-eight years, left personalty of the net value of £32,193 10s. 5d. He disposed of his property as follows: to Mr. Charles William Mathews, of 5, Lennox-gardens, barrister, and to Mr. Edward Dicey, of 39, Piccadilly, journalist, and to Mr. Richard D'Oyly Carte, of 4, Adelphi-terrace, theatrical proprietor, executors of the testator's will of March 4th, 1899, with a codicil of November 8th, 1900, £50 each; and to Mr. Dicey a comfortable arm-chair and the "Encyclopædia Britannica," to Mr. Mathews a collection of framed playbills with the names of celebrated actors and actresses of the Eighteenth and part of the Nineteenth Centuries, and to Mr. D'Oyly Carte the autograph full score of "Iolanthe," and an engraving of Solomon's picture, "The Judgment of Paris;" to the National Portrait Gallery, Sir Arthurs' portrait painted by Millais; to the Royal Academy of Music, his original autograph full scores of "The Martyr of Antioch" and "The Mikado," and a signed photograph of himself; to the Royal College of Music, his original autograph full scores of "The Golden Legend" and "Yeomen of the Guard," with a signed photograph of himself; to Mr. W. S. Gilbert, the score of "Ruddigore;" to Mr. François Cellier, the original autograph full score of "Patience" and "The Pirates of Penzance," and a large silver bowl and a cigarette case given to him by Frederick Lehmann, and twelve full orchestral scores not by Sir Arthur; to Mr. Wilfred Bendall the original autograph full scores of the "King Arthur" and "Macbeth" music and the Russian silver cigarette case which he brought with him from Peterhof, and his Tiffany spirit flask and twelve full orchestral scores belonging to him at his death of any works not by him which Mr. Bendall may select; to Sir George H. Lewis, a memento to be selected by the residuary legatee; to his Royal Highness the Prince of Wales the testator's tortoise-shell and silver card-box and the clip to match; to his Royal Highness the Duke of York, his carved silver-mounted cocoanut; and to his Royal Highness the late Duke of Saxe-Coburg, his original autograph full score of "The Light of the World," in remembrance of the many happy hours which he spent with his Royal Highness when he was writing it, also the music-stand which belonged to his friend Sir Joseph Barnby. The gross value of the whole of the late Sir Arthur Sullivan's estate is £54,529 10s. 8d. He bequeathed to his faithful servant and good friend Louis Jaeger £1,000 and some personal effects, and to his devoted servant and good friend Clothilde Raquet, who had nursed him through so many illnesses, £1,000 and certain furniture. The residue goes to various members of the late composer's family.

HOTEL VISITORS' LISTS.

There is talk of a bill being brought in during the next session of Parliament to compel hotel-keepers to regard their visitors' books as private.

The reason given is that hotel swindlers get such a start by learning the names of guests that the proposed measure is necessary in the interests of hotel guests.

The manager of the largest hotel in the Strand told a *Morning Leader* representative lately that it was his practice never to publish the names of people staying at his establishment or allow any stranger to look through his registers. This non-publicity protected his guests from at least 150 circulars apiece, let alone the visits from tradesmen's agents.

He did not think an Act of Parliament was necessary to put down the trouble complained of—hotel managers had the remedy in their own hands.

But—there are the visitors from abroad and the country who want the fact that they are staying at some world-renowned and fashionable place to be published for the benefit of less favoured friends; and there is the hotel manager himself, who thinks that the announcement that the Duke of "So-and-So" is residing at his commodious and up-to-date hostelry will attract yet other visitors.

Under the proposed law the police alone would be entitled to inspect hotel registers.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anderson, Mrs. A.	Leslie, H.
Bryerz, W. R.	Levick
Albert, Miss	Lightwood, E.
Ath & Co.	Lynch, J. A.
Ahern, J.	Lawlor, F. B. S.
Baites	Lanza, L.
Barclay, Mrs. T.	Lescher, T. E.
Brander, W.	Lambton, Mrs. R. S.
Brockman	Menzell, Capt. W.
Bosenberg, W.	McCallough
Bradburry, G. W.	Moutnenaix
Brown, H.	Muller, P.
Bicarhonat, W.	Marquis, N.
Barbey	MacBain, G.
Bronson, O. C.	Meissuer, T.
Benn, A.	Mackchnie, W. E.
Bashan, E. H.	Mackenzie, A.C.
Bales, H. H.	McWilliams, Miss
Burck	Majer, Mrs.
Bingham, J. E.	Montilla, B.
Burns, J.	Martinez
B. D. V.	Murdalthal, C. S.
Beves, R. M.	Mills, Mrs. I.
Baites, J.	Marshall
Beaumont, Mrs. G.	Maclaren, J. W. B.
Braga, Mr.	Maxwall, C. M.
Cox, Mrs.	Morrison, G. G.
Chisholm, G. P.	McCabe, P. M.
Cambell, W. G.	Munroe, W. C.
Cotton, Dr. A.	Murray, D.
Cambell, Mrs. J.	McNab, J.
Cooper, F. C.	Mengine, Mrs.
Cops, Mrs. J. H.	McDonough, T.
Corah, A. M.	McDonnell, J.
Chevers, W. G.	Murray, J.
Clark, Mrs. F. R.	MacDonald, H.
Cooper, E.	Mills, Mrs. I.
Coke, Dr. G. H.	Mauwaring, H. G.
Colegrove, R.	Nicholson, H. J.
Curren, T. B.	Notsrah, M. G.
Calver, Miss	Naval, P. F. R.
Cotton, A. S.	Norris, A.
Champion, Mrs. M.	Overbeck, G.
Cawte, E. H.	Orejas, E.
Crake, W. A.	Panegeon, Mrs.
Cok, L. F.	Pomery, Miss
Cross, Miss	Perzal, J.
Carote, H.	Paulding, G.
Cummins, J.	Pasucal, F.
Collins, A. E.	Pomeroy, Miss.
Duriot	Plambeck & Co. S.
Datema, Capt. E.	Patton, M. J.
Dallas, H.	Prest, Miss
Duckmanton	Prath, L.
Donnelly, P.	Paulina, A.
Drake, Mrs. F. J.	Peredo, F.
Devenport, Dr.	Preston, P. H. H.
Doxon, A. W.	Phillips, A. M.
Drake-Brockman	Pennefather, Capt.
Davis, J. L.	Rafter, Major J. A.
Daly, M.	Richardson, J. F.
Degan, A. B. H.	Reys, G.
Ellis, Mrs. F.	Ross, A. J.
Espino, L.	Roberts, A. W.
Elvins,	Richardson, J.
Elia, J.	Raeburn, M.
Evans, E. J.	Ross, A.
Epson, T.	Reid, J. G.
Ekulschiffe, H.	Rosenberg, M.
Fernandez, D.	Robinson, Miss.
Finlayson, H. M.	Roper, R.
Flores, J.	Reitz, S. C. B.
Fuset, D. F.	Radenez,
Fraser, A. R.	Reing.
Fonseca, A. H.	Reynell. W.
Francis W. H.	Reau, Madame
Forrest, Miss A.	Samborn, F. G.
Goelz, F.	Shariff, Miss M. S.
Girling, G. R.	Salisbury, J.
Gillespie, J.	Spindaller & Co.
Girling, A.	Scott, C. H.
Gullcom, Mrs. S. C.	Smith, C. I.
Gurtrude	Smith, B.
Geansy, B.	Sheppard, T. M.
Greig, Miss	Scott, W. G.
Graham, Dr. M.	Stevens, R.
Garnett, W. B.	Schilling, G. M.
Gregg, H. H.	Sundt, H.
Harding, C. L.	Suzuki, S.
Hakney, W.	Soares, E. P.
Hindrichs, W.	Siu Chun
Hinderkoper, J.	Sin Ore Seng
Hodder, S.	Shewan, S.
Hughes, G. H.	Scheffer, T. F.
Hop Long	Slatteson, C. T.
Ho Wah	Simpson, T.
Harvey, Wm.	Singh, A.
Hang, Mrs. A.	Samuel
Hamilton, G.	Sanches, C.
Hitchcock, E. A.	Sahuberg, R.
Hunter, C. G. W.	Todd, Capt. J.
Hill, L.	Thorne, Miss M.
Herman, H. V.	Tomé, T.
Hodgeen, J. R.	Thomson, C. H.
Hynes, Dr. S. A.	Tiberi
Hooley, H. D.	Triantafyllides, T.
Harvey, P. L.	Tokey, F.
Halkin, D. J.	Tredory, J.
Hall, H. H.	Thompson, A.
Holyoak, P.	Upton G.
Johnstone, Miss.	Upham, M. U.
Jones, Mrs.	Watson, H. G.
Jones, G. H. B.	Walters, A.
Jantzies, K.	Weston, C.
Jeannot, G.	Walton, Miss.
Kahhunsky, S.	Williams, Mrs.
Kong Ah Muoy	Westcote, Mrs. H.
Kirkwood, M.	Whinnerah, T. C.
Karge, T.	White, S.
Knight	Wernedo, G.
Lusbany, R. J.	Worcester, G.
Lopez, Miss E.	Woods, Dr. A. H.
Luc	Webster, D. W.
Lange, W.	Wilson, H.
Lynch, G.	Wickens, H. W.
Lisettle, A.	Walker, H.
Launder, W.	Wedell
Lewis, R. C.	Wilton, E. C. C.
Luk Cheuk Man	Worthington, C.
Hans, Mrs. A. J. C.	Sato, T.
Hooker, Mrs. O.	Sassoon, S.
Heintz, H.	Stanford, Mrs. M.
Hinton, R. S.	Sturdy, E. V. (London).
Hollister, G. K.	Stevenson, F.
Hinda Singh	Shores, D. M.
Haraguchi, R.	Sydney, Miss M.
Hearn, Edwin R. (3)	Thornhill, Capt.
Hapar, A.	Teves, Mariano.
Jenkins, B. N.	Telvier
Joseph, S. S. Abdul	Umetami, N.
Jurmanali Shah	Vallance, Mrs.
Jamal Singh	Vetch, F.
Kushiro, C.	Wazir Khan
Kienia, Miss A.	War Singh
Kader Bap, Insp.	Wickins, H. W.
Koff, F.	Yonsen, Mrs.
Liaco, Cheang	Yersin, E.

List of Registered Covers for Merchant Ships.

S.S. *Amigo* .....F. Wallat.
„ *Belgian King* ...Abernethey.
„ *Bergenhaus* .....J. evendsen.
„ *Brand* .....Capt. J. Thomsen.
„ *Carthage* .....M. L. Miguon.
„ *Calchas* .....H. C. Beasley.
„ *Calchas* .....Mr. Carefull.
„ *Chingtu* .....F. G. Baites.
„ *Deucalion* .....M. J. Garbutt.
S.M.S. *Gefion* .....Rollmann.
S.S. *Hainan* .....F. Claussen.
„ *Hangchow*.....J. M. Williams.
„ *Kirkfield* .....G. Dubren.
„ *Kong Nam* .....J. S. Gil.
„ *Menelaus* .....J. Ambrose (6)
„ *Milos* .....A. Hausen (2)
„ *Munchen* .....W. Rummler.
„ *Taiyuan* .....W. H. Malloch.
„ *Taiyuan* .....Pugh.
„ *Tsinan* .....W. H. Wilson (2)
„ *Tsingtau* .....D. Wessels. (3)
„ *Ulysses* .....H. Weldon. (2)
„ *Vienna* .....C. McLay.
„ *Wongkoi* .....C. Schunz.

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 25th February, 1901. [251c

Entertainments.

ORGAN RECITAL.

AN ORGAN RECITAL will be held in the
UNION CHURCH,
on
MONDAY, 4th March, at 5.30 P.M.

Organist.—Mr. GEO. GRIMBLE.
Soloists.—Mrs. MUDIE, Mrs. FULLERTON, and Mr. E. MIROW.

Full Particulars will be published later.
Hongkong, 26th February, 1901. [259c

BOXING.

I AM open to meet anyone from 8st. 9lbs. to 9st. 4lbs. in a BOXING CONTEST, Army or Navy or any man in the Colony of the American Navy, the above Weight.
A. BRATT, MESS 23,
H.M.S. *Centurion.*
Hongkong, 27th February, 1901. [262c

Auction.

PONIES! PONIES!! PONIES!!!

THE Undersigned will hold their Annual Sale of RACE PONIES on
WEDNESDAY, the 6th March, 1901,
at 3 P.M.,
Opposite the CITY HALL, when upwards of 50 PONIES will be offered.
Entries will be received until NOON on Day of Sale.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th February, 1901. [250c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1898. [30

Intimations.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901 [16c

SIEN TING,

SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [39

Intimations.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on FRIDAY, the 8th March, at 8 o'clock, P.M.
MEMBERS intending to be present are requested to send in their NAMES to the HON. SECRETARY, on or before TUESDAY, the 5th March.
The Secretary will be glad to receive the Names of Devonians wishing to join the Society.
MOWBRAY S. NORTHCOTE,
Hon. Secretary,
C/o HONGKONG CLUB.
Hongkong, 21st February, 1901. [234c

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to
Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.
Hongkong, 15th February, 1901. [207c

NOTICE.

AN ITALIAN LADY wishes to act as Travelling Companion or Governess to a family going to any European port per s.s. *Kiautschou*. Speaks French and a little English.
Reply ITALIAN CONVENT, Hongkong.
Hongkong, 26th February, 1901. [258c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [200c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [124c

WANTED—IMMEDIATELY.

BY a German Firm, an EXPERIENCED SALESMAN with a thorough knowledge of the Hongkong Import Business. Applicants should give full Information concerning their Qualifications and state the Salary required to address of—
"IMPORT,"
Care of Office of This Paper.
Hongkong, 20th February, 1901. [230c

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.
Terms very Moderate.
Enquiries by Letter, care of OFFICE of This Paper.
Hongkong, 17th January, 1901. [80c

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shôsen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1899. [33

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [32

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

Intimations.

SALE OF SHEET MUSIC.

6 FOR $4.00. SOILED 6 FOR $1.00.
OPERAS, FOLIOS, BOOKS—HALF PRICE.

ROBINSON PIANO CO.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.
$2.50 per Bottle.
H. RUTTONJEE,
5, D'Aguilar Street and
21 & 22, Elgin Road, Kowloon.
Hongkong, 21st January, 1901. [34

NEW GOODS.

PLENTY IN HAND.
JAPANESE CURIOS.
D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
50, QUEEN'S ROAD,
Watson's Building.
42]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road-Central, Hongkong. [44

MEE CHEUNG,

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GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1898. [40

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I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.
H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [34



KANANGA OF JAPAN

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When prepared is similar to Breast Milk.
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The Share Market.

LATEST QUOTATIONS.

(February 28th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	350 % premium
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$250 buyers
China Traders' Ins. Co., Ld.	$ 25	$55
North China Ins. Co., Ld.	£ 25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$120 buyers
Canton Ins. Office, Ld.	$ 50	$150
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$315
China Fire Ins. Co., Ld.	$ 20	$84 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$35 sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$117 buyers
China & Manila S.S. Co., Ld.	$ 50 $ 30	$70 buyers $40 sales and [sellers
Douglas Steamship Co., Ld.	$ 50	$47 buyers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10 $ 2½	$20½ buyers $6½ sales and [buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3.5.0 sales
Refineries.		
China Sugar Refining Co., Ld.	$100	$135 buyers
Luzon Sugar Refining Co., Ld.	$100	$40 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$4½ cum call
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315 sellers
Queen Mines, Ld.	25 cts.	7 cents
Jelebu Mining and Trading Co., Ld.	$ 5	$5½ sellers
Raub Allian Gold Mining Co., Ld.	17s. 10d.	$38 buyers
Olivers Freehold Mines, Ld. A	$ 5	$2.30 sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	5 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	657½ % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$94
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6¼	$24 sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sellers
Hongkong Land Investment & Agency Co., Ld.	$100	$197 buyers
Kowloon Land and Building Co., Ld.	$ 30	$27 buyers
West Point Building Co., Ld.	$ 50	$50 sellers
H'kong Hotel Co., Ld.	$ 50	$124
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$12½ sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$15
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 45
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	80 % premium
Hensiana Limited	$100	par
La Favorita	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20
China-Borneo Co., Ld.	$ 15	$33
A. S. Watson & Co., Limited	$ 10	$16 buyers
Watkins, Limited	$ 10	$12.10 sales
Hongkong Electric Co., Limited	$ 10	$12½
Hongkong Electric Co., Limited	$ 5	$6½
Hongkong and China Gas Co., Ld.	£ 10	$118 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$167½ sales
Geo. Fenwick & Co., Ld.	$ 25	$55 ex div.
H'kong Ice Co., Ld.	$ 25	$165 sellers
H'kong High-Level Tramways Co., Ld.	$100	$200 sales and [buyers
Dairy Farm Co., Ld.	$ 6	$7½
Hongkong and China Bakery Co., Ld.	$ 50	$55
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$3
Universal Trading Co., Ld.	$ 5	$5½ selle[illegible]
H.K. Steam Waterboat Co., Ld.	$ 5	$5[illegible]
China Light & Power Co., Ld.	$ 20	$20

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Littledale, R.E., Major R. P.
Lohery, Mr. R.
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Wiese, Mr. and Mrs. L. H. and 3 children
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Wilson, Misses M. W.
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Zarga, Mrs.

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Buttanshaw, Miss May
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Oakley, Miss
O'Gorman, Col. The
O'Gorman, Madam
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Canton, Staff-Surg. H.
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Clarke, Mrs.
Crouch, Mr. J. W.
Hamilton, Lt.-Col. H.
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Burinton, Mrs.
Foster, Mr. and Mrs. R. R. and child
Leary, Lieut. C.
Lundholm, Capt.
Power, Mr. J. D.
Rust, Mr. H.
Sewall, Capt. and Mrs.
Sheppard, Mr. Percy A.
Soppet, Mr. H. W.
Thomson, Mr. & Mrs.
Wittmuss, Capt.

EXCHANGE.

Hongkong, 28th February.

ON LONDON, Telegraphic Transfer 1/11¼
" Bank Bills, on demand 1/11 15/16
" Credits, 4 months' sight 2/0 7/16
" D'ments, 4 months' sight 2/0 9/16
ON BERLIN, (demand)..........M.2.04½
ON PARIS, Bank Bills, on demand..........2.51½
" Credits, 4 months' sight......2.57
ON NEW YORK, Bank Bills, on demand ...48½
" Credits, 30 days' sight 49½
ON BOMBAY, Telegraphic Transfer..........149½
" On demand 149½
ON SHANGHAI, Telegraphic Transfer 72½
" Private 30 days' sight ......nom.
ON YOKOHAMA, T.T. ....1½ % pm.
Sovereigns, Bank's Buying Rate..........$10.04
Gold Leaf 100 touch, per tael 51.65
Bar Silver 28 1/16
Dollars ....nom.

OPIUM QUOTATIONS.

Hongkong, 28th February.

New Patna..........$925 per chest.
New Benares ....940 "
New Malwa ....810 per picul.
Old Malwa ....920/930 "
Persian Superior drug ....825 "

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 2,500, St. John George, 22nd Feb.,—Sydney 29th Jan., Brisbane 31st, Townsville 3rd Feb., Cairns 4th, Thursday Island 7th, Port Darwin 10th, and Manila 19th, General.—Gibb, Livingston & Co.

AMIGO, German steamer, 772, J. Bendixen, 14th Feb.,—Saigon 9th Feb., Rice.—Jebsen & Co.

BRAEMAR, British steamer, 2,316, Wm. Wait, 23rd Feb.,—Moji 18th Feb., General.—Dodwell & Co., Ld.

CHEANG CHEW, British steamer, 1,213, H. C. D. Frampton, 22nd Feb.,—Penang via Singapore 14th Feb., General.—Chinese.

CHINA, German steamer, 1,113, P. Voss, 23rd Jan.,—Saigon 18th Feb., Rice.—Siemssen & Co.

CHING PING, German steamer, 1,049, S. Newman, 27th Feb.,—Canton 26th Feb., General.—C. E. & M. Co.

CHOWTAI, German steamer, 1,115, J. A. Morris, 16th Feb.,—Bangkok 7th Feb., Rice and Timber.—Butterfield & Swire.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 27th Feb.,—Tamsui 24th Feb., Amoy 25th, and Swatow 26th, General.—Mitsui Bussan Kaisha.

DIAMANTE, British steamer, 1,254, A. Ramsay, 26th Feb.,—Manila 23rd Feb., Hemp.—Shewan, Tomes & Co.

EGBERT, American transport, 1,875, N. A. Walton, 22nd Feb.,—Manila 19th Feb.

EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.,—Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., Mails and General.—C. P. R. Co.

ESMERALDA, British str., 966, G. H. Blaxland, 24th Feb.,—Manila 21st Feb., General.—Shewan, Tomes & Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.,—Moji 30th Dec., Coal.—Mitsui Bussan Kaisha.

FOLMINA, Dutch steamer, 2,369, W. van Eyken, 26th Feb.,—Foochow 24th Feb., General.—Dodwell & Co., Ld.

FOONG SANG, British steamer, 1,092, G. S. Weigall, 18th Feb.,—Manila 15th Feb., Ballast.—Jardine, Matheson & Co.

GLENOGLE, British steamer, 2,399, W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Dodwell & Co., Ld.

GWALIOR, British steamer, 2,692, J. Wilson, 20th Feb.,—Calcutta 6th Feb., Ballast.—Admiralty.

HAICHING, British steamer, 1,267, T. P. Hall, 26th Feb.,—Foochow and Amoy 25th Feb., General.—Douglas, Lapraik & Co.

HINSANG, British steamer, 1,536, P. H. B. Lake, 27th Feb.,—Java 17th Feb., Sugar.—Jardine, Matheson & Co.

HOIHAO, French steamer, 532, Merlees, 27th Feb.,—Pakhoi and Hoihow 26th February, General.—A. R. Marty.

HONGKONG MARU, Japanese steamer, 3,437, W. E. Filmer, 21st Feb.,—San Francisco 24th Jan., via Honolulu 31st, Yokohama 12th Feb., Kobe 14th, Nagasaki 16th, and Shanghai 19th, Mails and General.—J. S. Van Buren.

HUE, French steamer, 705, G. Godinan, 3rd Feb.,—Haiphong and Hoihow 2nd Feb., General.—A. R. Marty.

IDOMENEUS, British steamer, 4,298, Riley, 27th Feb.,—Singapore 22nd Feb., General.—Butterfield & Swire.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th Feb.,—Iloilo 20th Feb., Sugar and Hemp.—Butterfield & Swire.

KELVENDALE, British steamer, 1,052, Bradley, 26th Feb.,—New York 28th Dec., and Singapore 18th Feb., Kerosine.—Standard Oil Co.

KEONGWAI, German steamer, 1,115, T. Groves, 24th Feb.,—Bangkok 15th Feb., Rice.—Butterfield & Swire.

KONG BENG, German steamer, 682, C. Fuchs, 23rd Feb.,—Singapore via Bangkok 15th Feb., Rice.—Melchers & Co.

LIGHTNING, British steamer, 2,122, J. G. Spence, 25th Feb.,—Calcutta 2nd Feb., Penang 12th, and Singapore 18th, General.—David, Sassoon Sons & Co.

MICHAEL JEBSEN, German steamer, 682, J. Jessen, 27th Feb.,—Haiphong 23rd Feb., and Hoihow 26th, General.—Jebsen & Co.

MORRA KOLL, German steamer, 1,719, G. Kraeft, 17th Feb.,—Moji 9th Feb., Coal.—Meyer & Co.

NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.,—Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemssen & Co.

PAKSHAN, British steamer, 1,235, J. Jenkins, 26th Feb.,—Saigon 23rd Feb., Rice.—Bradley & Co.

PEIYANG, German steamer, 952, R. Köhler, 27th Feb.,—Canton 26th Feb., General.—Siemssen & Co.

PETRIANA, British steamer, 1,140, Snope, 19th Feb.,—Belik, (Papan) 7th Feb., Kerosine.—Arnhold, Karberg & Co.

PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Feb.,—Bangkok 5th Feb., Rice.—Butterfield & Swire.

QUEEN ELEANOR, British steamer, 2,270, E. Ritson, 21st Feb.,—New York 17th Dec., Oil.—Standard Oil Co.

TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan.,—Moji 6th Jan., Coal.—Mitsui Bussan Kaisha.

TSINTAU, German steamer, 1,002, J. Sander, 24th Feb.,—Bangkok 17th Feb., Rice.—Arnhold, Karberg & Co.

TYR, Norwegian steamer, 1,418, Gvam, 13th Feb.,—Shanghai 10th Feb., General.—E. A. T. Co.

VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.,—Otaru (Japan) 21st Dec., Coal.—H. & H.

WOSANG, British steamer, 1,127, R. Johns, 27th Feb.,—Canton 26th Feb., General.—Jardine, Matheson & Co.

WONGKOI, German steamer, 1,115, Muller, 18th Feb.,—Bangkok 13th Feb., Rice.—Carlowitz & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amesbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hemming, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

LOTHAIR, Italian bark, 972, Bozzo, 19th Jan.,—from Callao, Ballast.—Order.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

MOZAMBIQUE, British ship, 2,305, Robert Clerane, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.

NIUELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.

PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil—Standard Oil Co.

ST. PAUL, American ship, 1,824, Treat, 29th Jan.,—New York 9th Sept., Kerosine.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

VALE OF DOON, British bark, 669, J. Petersen, 19th Feb.,—Rajang 8th Jan., Timber.—Sander, Wieler & Co.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

WEST YORK, British bark, 706, Forster, 13th Jan.,—Rajang via Borneo and Sarawak, 1st Jan., Timber.—Sam Soo Ching.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 28th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, British cruiser, 3,400 tons, Capt. J. Startin, Hongkong.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16-6 inch. q.f. guns, Capt. G. H. Cherry, R.N., Hongkong.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Shanghai.

Blenheim, 1st class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Captain Henderson, left England, 17th January.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Hongkong.

Britomart, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comr C. Winnington-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Singapore.

Phœnix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. R. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin, British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Singapore.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchéna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Hongkong.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gillich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Baehine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loliel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Hongkong.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, en route Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Manila.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,089 tons, Comdr. McCalla, at Taku.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Hongkong.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ———,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wan Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Losslus, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:

For Bangkok—Per *Chowtai*, to-morrow, the 1st Mar., at 9 A.M.

For Shanghai—Per *Idomeneus*, to-morrow, the 1st March, at 11 A.M.

For Moji, Kobe, Yokohama, Victoria, and Tacoma—Per *Tacoma*, to-morrow, the 1st Mar., at 11 A.M.

For Samshui and Wuchow—Per *Staning*, to-morrow, the 1st Mar., at 11 A.M.

For Singapore, Colombo and Bombay—Per *Moravia*, to-morrow, the 1st Mar., at 1 P.M.

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